



Portland Division

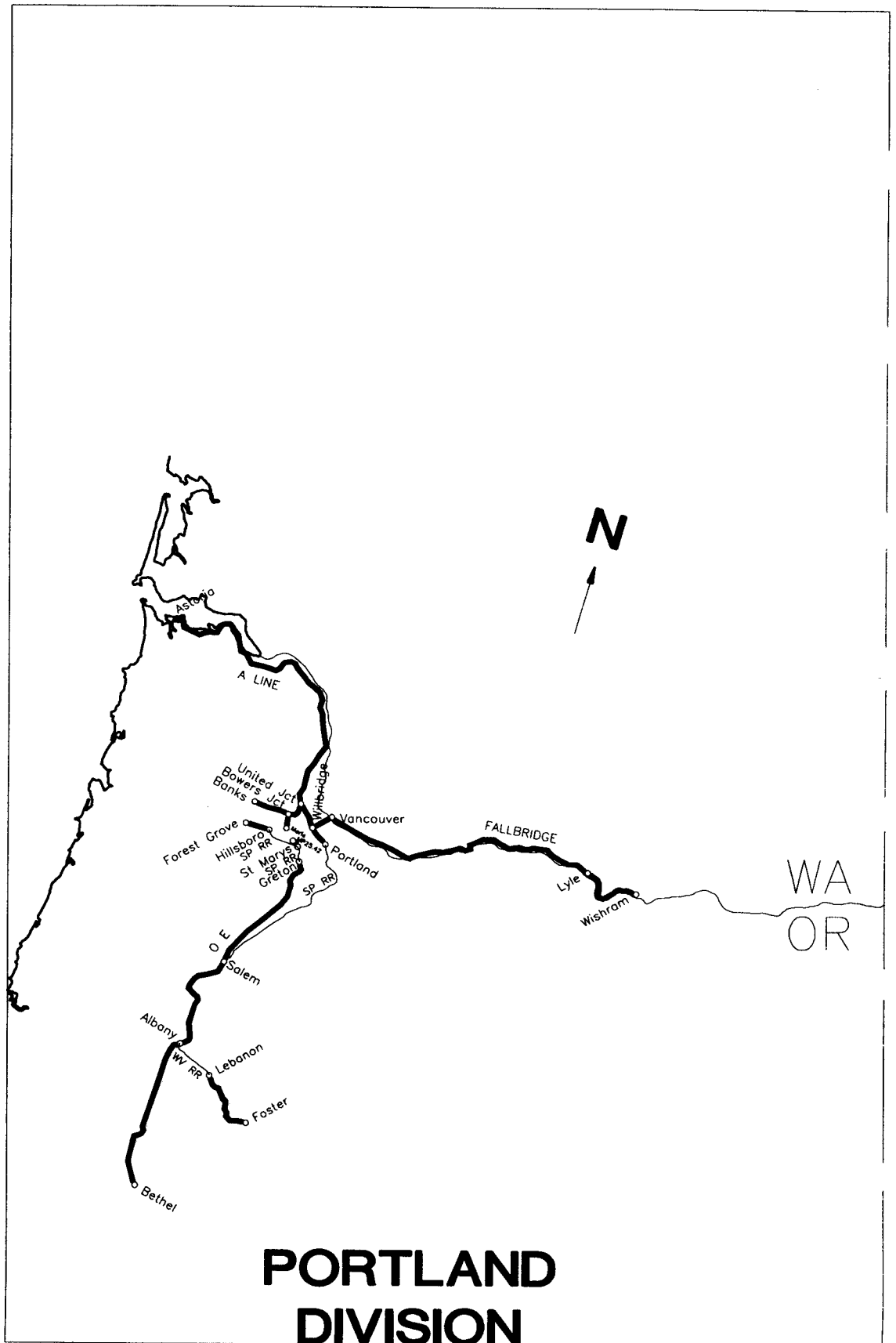
Timetable No. 3

**IN EFFECT AT 0001
Pacific Continental Time**

Sunday April 2, 1995

**Division Superintendent
R.R. FAY
Vancouver, WA
418-6371**

See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers



WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Fallbridge Subdiv MAIN LINE STATIONS			Distance from Wishram	EASTWARD ↑
					Trk	Rule 4.3	Oper		
		12269	47	106.1	2MT	WISHRAM BJT(2)		0.0	
		12272		103.4		AVERY		2.1	
	9,935	12282		93.3		NORTH DALLES		11.8	
	3,200	12290		85.3		LYLE		20.6	
	11,115	12299		75.5		BINGEN		30.3	
	9,888	12309		65.4		COOKS		40.1	
	11,085	12321		53.9		STEVENSON		52.1	
	9,958	12333		42.8		SKAMANIA		63.1	
	9,910	12347		28.9		WASHOUGAL		78.5	
		12351		24.5		CAMAS	CTC	81.5	
		12361		14.5		McLOUGHLIN		91.9	
		12363		12.1	2MT	EAVAN X		93.7	
		12365		9.9		VANCOUVER BIJKTXY		96.1	
		12368		8.1		N PORTLAND JCT LXJY		98.0	
		12369		7.0		EAST ST JOHNS BJXY		99.1	
		12372		4.3	DT	WILLBRIDGE BIJKTXY	ABS	101.8	
		12373		2.0		LAKE YARD KTXJY		104.1	
		12375				PORTLAND			
		12374		0.0		(Union Station) BKTXY		106.1	

BN Radio Channel No.87 In service on this Subdivision.

Train Dispatcher Calls: Wishram-76, Lyle-78, Bingen-79, Stevenson-80, Camas-81, Vancouver-50.

Wishram West Dispatcher- 1-800-285-0082 or 625-6323

Emergency Train Dispatcher Call - 911

MP 105.5 to Wishram MP 106.1 is part of and under the jurisdiction of the Pasco Div.

1. Maximum Speed Permitted-	Passenger	Freight
Wishram to Portland	70 MPH.	60 MPH.
MP 106.1 to MP 105.9	60 MPH.	50 MPH.
MP 105.9 to MP 103.0 (MT 1)	60 MPH.	50 MPH.
MP 105.9 to MP 102.4 (MT 2)	25 MPH.	25 MPH.
MP 92.5 to MP 92.1	65 MPH.	60 MPH.
MP 86.5 to MP 83.6	60 MPH.	55 MPH.
MP 83.6 to MP 82.6	55 MPH.	50 MPH.
MP 82.6 to MP 79.2	60 MPH.	55 MPH.
MP 75.9 to MP 75.3	45 MPH.	45 MPH.
MP 75.3 to MP 54.2	60 MPH.	55 MPH.
MP 54.2 to MP 53.6	45 MPH.	45 MPH.
MP 53.6 to MP 45.1	60 MPH.	55 MPH.
MP 45.1 to MP 33.9	55 MPH.	50 MPH.
MP 28.8 to MP 25.6	65 MPH.	55 MPH.
MP 25.6 to MP 24.9	55 MPH.	40 MPH.
MP 24.9 to MP 24.0	40 MPH.	40 MPH.
MP 24.0 to MP 21.7	70 MPH.	40 MPH.
MP 11.5 to MP 10.5	50 MPH.	50 MPH.
MP 10.5 to MP 9.8 (Both MT)	10 MPH.	10 MPH.
MP 9.8 to MP 8.5	30 MPH.	30 MPH.
MP 8.5 to MP 5.5	70 MPH.	50 MPH.

MP 5.5 to MP 5.0	30 MPH.	30 MPH.
MP 5.0 to MP 0.9	35 MPH.	35 MPH.
MP 0.9 to MP 0.0	10 MPH.	10 MPH.
Vancouver Middle Lead Track between 8th Street and		
Vancouver Center	10 MPH.	10 MPH.
On Willbridge Wye track	15 MPH.	15 MPH.
Portland on PTRR Co. tracks	10 MPH.	10 MPH.
On sidings and/or through dual control turnouts at the following locations:		
Wishram Avery		
Stevenson Skamania		
McLoughlin Eavan	25 MPH.	25 MPH.
North Dalles Bingen		
Cooks Washougal	35 MPH.	35 MPH.
On other sidings	10 MPH.	10 MPH.
Through turnouts:		
Vancouver Center		
Vancouver Center to Yard Lead	10 MPH.	10 MPH.
Through dual control turnouts:		
Columbia River Bridge Interlocking to Fallbridge		
Subdivision	10 MPH.	10 MPH.
Willbridge Interlocking	10 MPH.	10 MPH.
North Portland Interlocking	10 MPH.	10 MPH.
Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown to exceed that speed.		
Portland and Vancouver--	Up to 100	Over 100
Engine Westward freight trains	tons O/B	tons O/B
passing signals:		
Interlocking, Willamette River bridge 5.1	25 MPH.	15 MPH.
3.1	35 MPH.	30 MPH.
2.1	35 MPH.	25 MPH.
1.5	30 MPH.	20 MPH.
Engine Eastward freight trains passing signals:		
1.2	35 MPH.	25 MPH.
2.8	35 MPH.	25 MPH.
6.2	40 MPH.	35 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions--

Maximum Gross Weight of Car:

Wishram to Portland 143 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives and six axle derricks are not permitted on the following tracks:
 Dallesport Industrial Park, Industry tracks at Bingen, Flat track at Hood, Co-ply track at Home Valley, Co-ply track at Stevenson, Port of Washougal Lead, at Camas all tracks except: Old Pass, House Track. Portco tracks, Columbia Business Park.

3. Type of Operation--

CTC in effect:

Wishram MP 106.1 to Vancouver MP 10.1

ABS in effect:

Vancouver MP 10.1 to Portland MP 0.4

Rule 6.13 Yard limits in effect:

Vancouver MP 10.1 to Portland MP 0.9 Eastward MT; MP 0.6 Westward MT.
 Between MP 0.9 and MP 0.0 on Eastward MT and between MP 0.6 and MP 0.0 on Westward MT, PTRR Rules apply.

Occupancy Control System in effect:

Vancouver MP 10.1 to Portland MP 0.9 Eastward MT; MP 0.6 Westward MT.

Between MP 10.1 and MP 8.0, trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Between MP 8.0 and MP 0.9 eastward main track; MP 0.6 westward main track, trains and engines may occupy main track with verbal OCS permission.

See System Special Instructions, Item 14, Rule 17.0 Occupancy Control System (OCS).

All trains at Portland Union Station must obtain permission from Wishram West Train Dispatcher and PTRR Yardmaster prior to departing.

Two Main Tracks between:

Wishram MP 106.1 and Avery MP 102.4

McLoughlin MP 14.9 and Vancouver MP 10.1

Double Track between:

Vancouver MP 10.1 and Portland MP 0.6

Interlockings and Drawbridges not Indicated at Station—

Columbia River Drawbridge MP 9.6— Manual Interlocking.

Oregon Slough Drawbridge MP 8.8 – Manual Interlocking, normally unattended.

When a signal displays a Stop indication, and no control operator (bridgetender) is on duty, the train will be governed as follows:

A crew member must precede the movement between the outer opposing Absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derails are in the non-derailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits at restricted speed.

Willamette River Drawbridge MP 5.1— Manual Interlocking.

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees—

Vancouver, N. Portland Jct., Willbridge—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

Columbia River Drawbridge MP 9.6, Willamette River Drawbridge MP 5.1—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher AND verbal permission from bridgetender.

Oregon Slough Drawbridge MP 8.8—Maintenance of Way employees may occupy interlocking on OCS authority from train dispatcher. Bridgetender must not operate bridge without talking to train dispatcher to determine if maintenance of way OCS authority is in effect.

Between Columbia River Drawbridge MP 9.8 and Begin/End CTC MP 10.1—All train, engine and hy-rail movements are controlled by Wishram West dispatcher. Westward train and engine movements must communicate with Bridgetender on Columbia River Drawbridge before entering these limits.

SP Trackage— Train, engine and yard crews operating over SP trackage between Brooklyn Yard and East Portland Interlocking are governed by SP Rules and Timetable.

UP Trackage— Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by UP Rules and Timetable.

PTRR Trackage— Train, engine and yard crews operating over PTRR trackage at Portland between Union Station and 17th Ave. on Eastward MT and 14th Ave. on Westward MT are governed by PTRR yard bulletins and instructions.

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 2.5 miles between Wishram and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland.

Rule 10.2—Following switches not equipped with electric locks:

MP 20.5 near Camas—Columbia Vista Lumber Mill spur
 MP 24.0 Camas— James River Mill spur track
 MP 25.8 near Camas—Hamilton Lumber Spur track
 MP 26.0—CRT spur track
 MP 37.8 Prindle—Spur track
 MP 42.5 Skamania—East and west switches of outfit spur
 MP 54.0 Stevenson—East and west switches of house spur
 MP 54.1 Stevenson—Standard Oil Company spur
 MP 71.2 Hood—Broughton Lumber Flat track
 MP 75.1 Underwood—Fruit spur
 MP 96.6 Dam Spur

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

McLoughlin	MP 19.8
Prindle	MP 37.6
North Bonneville	MP 48.4
Home Valley	MP 61.0
Hood	MP 70.7
Bingen	MP 81.7
Avery	MP 100.0

6. FRA Excepted Track—NONE**7. Special Conditions—**

Portland, Lake Yard, Willbridge—Cars spotted on city streets must be protected by two red lights on each end of end car.

At the intersection of 29th Avenue and Nicolai Street control of traffic signals operates as follows:

Before movement enters intersection, crew members will actuate traffic signals by use of switch key controller. After movement has entered intersection, switch key may be removed and signals will return to automatic operation when movement has cleared intersection.

Flashing light signals will protect crossing movements on N.W. Front Avenue for the following spur tracks—

Tricon	Waterway Tracks 3, 4, and 8
Gunderson Tracks	Pennwalt Spurs 1, 3, and 6
Gemstar	(flashing lights and gates)

Before entering the crossing, movement must stop at Stop signs on each side of crossing and a crew member must actuate the crossing protection by use of a switch key controller located on either side of the crossing.

Insert the switch key in the start position and turn to actuate the crossing protection. Key can then be removed and lights will continue to operate. After movement is clear of crossing a crew member must restore the crossing protection to normal by inserting the switch key in the Stop position, turning to "Stop" and removing key.

Traffic signals will protect crossing movements on Oregon Steel Spur track at N.W. Front Avenue near N.W. Kittridge Avenue intersection. Before entering the crossing, movement must stop at Stop signs on each side of the crossing and a crew member must actuate the traffic signals by use of a switch key controller on either side of the crossing. After movement is clear of crossing, a crew member must restore the traffic signals to normal operation by use of the switch key controller.

Indicator lights are located adjacent to each switch key controller and will be illuminated to indicate the following traffic signal indications:

Red: Normal operation for traffic. Green: Traffic signals are operating to provide crossing protection.

Flashing lights with gates in service at Balboa Street crossing near MP 4.2 at Willbridge. Movements on Pennwalt–Chipman–Gilmore Steel spur must stop at Stop sign 25 feet from crossing, and wait for signals and gates to operate for sufficient time to provide warning. Switch key controller on signal bungalow near crossing provides for manual operation of signals and gates.

26th Ave. and Front Street in Portland– Traffic signals are activated by island track circuits. Rail movements must stop at stop signs prior to entering Front Street to allow crossing signals to activate.

At Willbridge crossing signal protection for Garbage Transfer Station – Signals located at North crossing entrance to garbage transfer site near 61st Street and the Atochem Company.

Train or engine must stop at railroad stop sign before occupying the crossing.

Prior to occupying the crossing train crew must observe if the light on the top of the case located in the Northwest quadrant of the crossing is illuminated.

If the light on the case fails to light, the train crew must observe that the traffic signals are all red and provide flag protection before occupying the crossing. Should the light fail to light the signal department must be promptly notified.

Refer to Rule 6.32.6, Blocking Public Crossings.

Basic Operation:

Train occupies track circuit in approach of the stop sign, this starts the traffic signal preemption to place the traffic signal at stop for all possible moves across the crossing. When the traffic signals have been set to stop, a light on the top of the signal case in the Northwest quadrant will be illuminated to indicate to the train crew that the traffic signals are at stop and their move can be made across the crossing.

The South crossing will be protected by standard railroad crossing equipment. Speeds in approach to the crossing must not exceed 10 MPH.

Impaired Clearance– Hoyt Street Yard– All tracks except Nos. 1, 2, and 3 in the Middle yard have impaired clearance and will not clear a man on side of car.

Four fire hydrants adjacent to St. Helens Road between MP 3 and MP 3.5 impair standard side clearance in this area by 1 foot 5 inches. Impaired clearance signs not placed.

Terminal 6– Track occupancy south of Marine Drive will be protected by industry flag and rampmaster lock when in use by rampmaster crews. Refer to GCOR Rule 5.14.

Hyundai Lead crossing signal activation procedures:

Prior to crossing road leading into container facility on Hyundai Lead, the following must be complied with:

1. Train or engine must stop at sign located 75 feet from crossing.
2. Activate key controller. Observe that indicator light on signal bungalow has been activated.
3. After light has been activated, movement can proceed into the crossing area. Note: A 20 second delay occurs from the time key controller is activated until light on bungalow is illuminated.
4. Movement over crossing must not be made until light on bungalow is illuminated.
5. After movement has been completed over crossing, any other movement over crossing must be made in accordance with items 1, 2, and 3 above.
6. A recorder unit is tied to the key controllers to keep a record of each activation and the amount of time elapsed between manual activation of the crossing signal and train occupation of the crossings island track circuit.

Camas–When spotting cars of chlorine on the two chlorine spur tracks at the end of the Chlorine tracks, cars must be left separated by at least two feet with couplers in closed position. Operator from the James River Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

No switching service is to be performed on the Chlorine spur at James River between the hours of 1200 and 1215, 1245 to 1300 and 1700 to 1715. Cars must not be dropped or kicked when performing switching on the following tracks owned by James River Corporation: Chlorine spur, Converting spur, Mill spur and Warehouse spur No. 3.

When James River personnel are using the Chip Tracks to unload woodchips, they will lock both access switches with their lock. BN crews must contact the unloading crew using the following procedure:

- Call James River, Ext 3631.
- Call James River rail crew on radio channel 66.
- Call Chip Screen Room operator, Ext 3663.
- Call Chip Screen Room operator on radio channel 66.
- Call James River tug, cellular phone 921-2376.
- Call James River tug on radio channel 66.

A mill phone is located in the crew room at the Camas Depot.

Skamania—Do not block crossing west end of siding between 0730 and 0800, between 1430 and 1500, and between 1530 and 1600 Monday through Friday when school is in session to allow school bus access.

Hood—Cars exceeding 75 feet in length must not be handled on Broughton Lumber Flat Track.

Bingen—Bridge 75.3 is protected by detector actuated by high load passing through underpass. Eastward trains receiving Rules 9.1.13 or 9.1.14 aspect at signal 74.0 and westward trains stopped at West Bingen by a stop indication, after complying with rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.

Tunnel Locations—

Tunnel No.	Milepost	Tunnel No.	Milepost
1	34.7	6	69.7
1.5	49.5	7	82.8
2	67.6	8	83.1
3	67.9	9	83.3
4	68.4	10	83.5
5	69.1	11	85.9

Train Inspections—A member of inbound crews on through trains operating cabooselless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

Automatic Equipment Identification (AEI)—Located at: North Portland Jct, MP 8.0 to MP 8.2.

Close Clearance —May exist on all auxillary tracks.

Hazardous Material— Oregon Statute ORS 761.395: Visual external inspections required on all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an "Explosive A" "Flammable Gas" or "Poison Gas" placard as required by Federal regulation, and which remains in a rail yard or station for more than two hours, shall visually be inspected externally by the transporting railroad within two hours of the cars arrival and within two hours of the cars departure.

As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carmen is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originates. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

8. Other Line Segments--

Yard Line Segments--

Line Segment	Yard	Limits
643	Vancouver	Vancouver to East end Columbia River Bridge
645	E St Johns	East end Columbia River Bridge to East end Willamette River Bridge
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) 10 Kittridge Ave.
647	Portland	Kittridge Ave to East Portland
2119	Guilds Lake Yard	Hub Center

Other Road Line Segments--NONE

Ballast Pits--NONE

9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
12278 Dallesport Ind. Park	3.7 east of North Dalles	Yard	East
12279 Dam Spur	3.3 east of North Dalles	10	West
12290 Skidway (2 tracks)	Lyle	106	Both
12300 Underwood Fruit & Whse.	0.9 west of Bingen	6	East
12304 Hood	4.3 west of Bingen	54	Both
12316 Home Valley	6.6 west of Cooks	40	Both
12322 Stevenson Plywood Co	1.6 west of Stevenson	15	East
12326 North Bonneville (1 Track)	5.0 west of Stevenson	104	Both
12337 Prindle	4.3 west of Skamania	3	East
12343 Mt Pleasant	4.0 east of Washougal	95	Both
Old Siding Washougal	Washougal	70	Both
12350 Camas--Washougal Port	3.8 east of Camas	15	East
CRT Spur	2.2 east of Camas	3	East
Hamilton Bros. Lumber Co.	2.0 east of Camas	3	East
12355 Columbia Vista Lbr Co.	3.4 west of Camas	2	West
12362 Portco (Main 2)	1.0 east of Eavan	6	East

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	A Line Subdiv		Distance from Will-bridge	EASTWARD	
					BRANCH LINE	STATIONS			
					Trk	Rule 4.3 Oper			
		12372	440	4.3		WILLBRIDGE BIJKTY		0.0	
		68203		7.3		3.0	LINNTON Y		3.0
4,945		68204		8.9		1.6	HARBOR SIDING Y		4.6
		68206		10.0		1.1	UNITED JCT JY		5.7
1,440		68208		12.8		2.8	HOLBROOK		8.5
1,653		68216		19.9		7.1	SCAPOOSE Y		15.6
2,365		68223		27.6		7.7	ST. HELENS BKY		23.3
2,278		68227		31.3		3.7	REICHOLD Y		27.0
1,121		68235		39.5		8.0	GOBLE		35.0
2,595		68243		46.8		7.5	AVON	TWC	42.5
2,574		68252		56.1		9.0	MAYGER		51.5
2,304		68258		62.2		6.4	CLATSKANIE Y		57.9
1,426		68267		71.1		9.0	WESTPORT		66.9
		68269		73.5		2.3	WALUNA		69.2
2,113		68274		78.7		4.9	CLIFTON		74.1
1,122		68282		86.7		8.1	KNAPPA		82.2
		68296		99.7		13.2	ASTORIA Y		95.4

BN Radio Channel No. 76 in service on this Subdivision.
 Train Dispatcher Call: Green Mountain-48, Willbridge-56.
 Branch Line Dispatcher- 1-800-285-0064 or 625-6476
 Emergency Train Dispatcher Call - 911

- Maximum Speed Permitted-

	Freight
Willbridge to Astoria	30 MPH.
MP 17.3 to MP 18.8	25 MPH.
MP 18.8 to MP 20.4	20 MPH.
MP 20.4 to MP 45.3	25 MPH.
MP 45.3 to MP 45.9	10 MPH.
MP 45.9 to MP 72.8	25 MPH.
MP 72.8 to MP 73.8	15 MPH.
MP 73.8 to MP 98.9	25 MPH.
MP 98.9 to MP 102.0	10 MPH.
On sidings	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

- Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Willbridge to United Jct	134.0 tons
United Jct to Astoria	131.5 tons
Astoria	110 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Derricks heavier than 175 tons not permitted.

Between United Jct and Astoria-Six axle locomotives and six axle derricks heavier than 175 tons not permitted.

3.Type of Operation–**TWC in effect:**

United Jct MP 10.0 to Astoria MP 99.7

Rule 6.13 Yard Limits in effect:

Willbridge MP 4.3 to United Jct MP 10.0

Trains and engines must obtain permission from Willbridge yardmaster before entering these limits.

Scappoose MP 18.6 to MP 21.0

St. Helens MP 25.5 to Reichhold MP 32.0

Clatskanie MP 61.4 to MP 63.0

Astoria MP 96.1 to MP 99.7

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees– Willbridge – Maintenance of Way employees may occupy interlocking on OCS authority from train dispatcher.

Drawbridges not Indicated at Station–

Clatskanie River, MP 62.7.

Blind Slough, MP 84.8.

John Day River, MP 94.8.

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Ecepted Track– In Astoria, between MP 98.9 and MP 102.0. See GCOR Rule 6.12.**7. Special Conditions–**

St. Helens–Crossing signals have been installed at old Portland Road at Multnomah switch lead, located at MP 26.5. Trains must stop at stop signs, 25 feet from crossing, and wait for signals and gates to operate before proceeding over crossing.

Wauna–At James River Mill, sound whistle frequently for crossings unless protected by a crew member on the ground.

Astoria–Automatic crossing signals at MP 64.3, MP 71.2, MP 86.6, MP 95.6, MP 100.1, MP 100.2, MP 100.3, MP 100.4, MP 100.5, and MP 101.5 may be ineffective. Be governed by Rule 6.33.3.

Stop signs installed on both sides of 3rd St. protect crossing as outlined above.

Train Inspections–A member of inbound crews on through trains operating cabooselless will give the outbound train a roll–by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

Close Clearance –May exist on all auxillary tracks.

Hazardous Material– Oregon Statute ORS 761.395: Visual external inspections required on all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an "Explosive A" "Flammable Gas" or "Poison Gas" placard as required by Federal regulation, and which remains in a rail yard or station for more than two hours, shall visually be inspected externally by the transporting railroad within two hours of the cars arrival and within two hours of the cars departure.

As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carmen is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originates. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

8. Other Line Segments–NONE

9. Locations not Shown as Stations-

Name		Miles-Location	Capacity Cars	Switch Opens
68202	Gasco	1.3 west of Willbridge	10	West
68222	Multnomah Plywood	1.5 east of St. Helens	25	East
68226	Columbia City Tracks	0.6 east of Reichhold	50	Both
68237	Trojan	1.3 west of Goble	10	West
68254	Port Westward on spur	2.2 west of Mayger	Yard	East

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	O E Subdiv BRANCH LINE STATIONS			Distance from United Jct.	EASTWARD
					Trk	Rule 4.3	Oper		
		66206	442	10.0	UNITED JCT	JY	TWC	0.0	
		68705		14.6	TUNNEL SPUR			4.5	
		68707		17.1	BOWERS JCT	Y		7.0	
3,822		68410		26.4	BEAVERTON	BKY		16.4	
		68411		26.7	ST. MARYS	JY		16.7	

BETWEEN ST. MARYS AND GRETON SOUTHERN PACIFIC TRANSPORTATION COMPANY

RULES AND TIMETABLE GOVERN.

	68414	442	31.3	GRETON	J	TWC	21.2
3,803	68415		32.1	TIGARD			21.9
1,166	68426		42.8	WILSONVILLE			32.9
3,664	68428		45.6	CURTIS			35.9
	68436		53.3	LOGANVILLE			43.4
	68437		54.4	WEST WOODBURN			44.5
3,554	68452		68.6	BUSH	Y		58.6
	68454		69.0	SALEM	BKY		59.0
5,668	68456		72.6	MINTO	Y		62.8
3,546	68468		84.6	SIDNEY			74.8
	68479		96.5	ALBANY	BJKTY		86.7

	68479	634	0.0	ALBANY	BJKTY	0.0
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BETWEEN ALBANY AND LEBANON WILLAMETTE VALLEY RAILWAY

COMPANY RULES AND TIMETABLE GOVERN

	68815	634	14.5	LEBANON	Y	14.5
	68832		31.9	FOSTER	Y	31.9

1,500	68500	442	117.1	to ALBANY 20.8 AMERICAN		TWC	107.5
	68512		128.8	JUNCTION CITY			118.5
			139.0	BETHEL	Y		128.7

BN Radio Channel No. 76 in service on this Subdivision.

Train Dispatcher Calls: Willbridge-56, Beaverton-84, Curtis-57, Salem-85, Albany-86, Eugene-87, Green Mountain-48.

Branch Line Dispatcher- 1-800-285-0064 or 625-6476

Emergency Train Dispatcher Call - 911

1. Maximum Speed Permitted-	Freight
United Jct to Bethel	35 MPH.
MP 10 to MP 17.6 Westward	15 MPH.
Eastward	10 MPH.
MP 17.6 to MP 21.4	20 MPH.
MP 21.4 to MP 22.2	10 MPH.
MP 22.2 to MP 25.4	20 MPH.
MP 25.4 to MP 26.7	10 MPH.
MP 31.3 to MP 51.5	35 MPH.

MP 36.1 over Tualatin – Sherwood Hwy	25 MPH.
MP 51.5 to MP 57.4	25 MPH.
MP 57.4 to MP 69.1	35 MPH.
MP 69.1 to MP 71.4	10 MPH.
MP 71.4 to MP 78.7	35 MPH.
MP 78.7 to MP 79.9	10 MPH.
MP 79.9 to MP 88.4	35 MPH.
MP 88.4 to MP 89.7	25 MPH.
MP 89.7 to MP 100.5	35 MPH.
MP 100.5 to MP 117.0	10 MPH.
MP 117.0 to MP 124.0	25 MPH.
MP 124.0 to MP 129.0	10 MPH.
MP 129.0 to MP 139.0	35 MPH.
MP 139.0 to End of track MP 141.5	10 MPH.
Through turnouts MP 139.0 to end of track MP 141.5	5 MPH.
Bridge 40.3 cars heavier than 131.5 tons	10 MPH.
Bowers Jct to Banks	10 MPH.
BN Jct Hillsboro to Forest Grove	10 MPH.
Lebanon to Foster	10 MPH.
Over Geary St. and Water St. crossing Albany	10 MPH.
On sidings and through turnouts	10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions--

Maximum Gross Weight of Car:

United Jct to Bethel	134 tons
Br SP 719.7 Salem	110 tons
Albany to Foster	131.5 tons
Bowers Jct to Banks	134 tons
BN Jct Hillsboro to Forest Grove	134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and 175 ton and heavier derricks not permitted, except six axle locomotives permitted between Banks and Bowers Jct/Bendemeer, and in Albany Yard.

Albany to Foster:

Not more than two (2) locomotives heavier than 132.5 tons each permitted.

3. Type of Operation--

TWC in effect:

United Jct MP 10.0 to Bethel MP 139.0

Rule 6.13 Yard limits in effect:

United Jct MP 10.0 to MP 10.9
 Bowers Jct MP 16.6 to MP 17.6
 Beaverton MP 25.0 to St. Marys MP 26.7
 Bush MP 66.4 to Minto MP 74.0
 Albany MP 93.1 to MP 100.5
 Bethel MP 135.7 to MP 139.0
 Lebanon MP 14.5 to Foster MP 31.9

Locations Designated as Industrial Track--between:

Bowers Jct MP 17.1 and Banks MP 28.0
 BN Jct Hillsboro MP 4.7 and Forest Grove MP 10.3
 Bethel MP 139.0 and End of Track MP 141.5
 GCOR Rule 6.28 applies

Railroad Crossings Not Indicated at Station--

Eugene MP 140.7--SP Crossing, not protected by signals or gates.

Between St. Mary's and BN Jct Hillsboro-- Southern Pacific Transportation Co. Rules and timetable govern. DTC under control of SP Dispatcher (WS-70) Denver, CO. telephone number 800-452-1699 ext. 6041 or 6044.

St. Marys to Greton-- CTC under control of SP Dispatcher (WS-70) Denver, CO. telephone number 800-452-1699 ext. 6041 or 6044.

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 8.3—Normal position for main track switch to SP interchange track, MP 69.16, at Salem, is lined and locked for movement to SP interchange track.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Tonquin (WWD) MP 39.1 (DED Only)

Donald (EWD) MP 46.9 (DED Only)

B. Other FED locations:

Tonquin (EWD) MP 39.1 (DED Only)

Donald (WWD) MP 46.9 (DED Only)

6. FRA Excepted Track—

All tracks between between Bowers Jct. MP 17.1 and Banks MP 28.0, between Hillsboro MP 4.7 and Forest Grove MP 10.3, and between Lebanon MP 14.5 and Foster MP 31.9. See GCOR Rule 6.12.

7. Special Conditions—

Between Beaverton and Eugene—Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.

Between Bowers Jct and Banks—Automatic crossing signals at MP 21.4 may be ineffective. Be governed by Rule 6.33.3.

North Plains—All movements over Main Street Crossing must have member of crew on ground at crossing prior to movement by train or engine to warn highway traffic.

Between Bowers Jct and Beaverton—Main track out of service between MP 21.5 and MP 25.4. Red flags located at MP 18.98 and MP 25.4.

Greton—Eastward trains must stop at Tiedeman Road Crossing to determine if way is clear prior to occupying crossing assuring that any vehicles approaching from the west side have been stopped by SP Crossing gates and are not fouling OE Subdivision.

Tigard Siding—Automatic crossing signals at Main St. crossing MP 32.2 may be ineffective. Be governed by Rule 6.33.3.

Between Tigard and West Woodburn—Dragging equipment detectors at MP 39.1 and MP 46.9 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows:

Enginemen must alert crew members on rear of train when approaching detector site.

Continuously illuminated white light as viewed from an approaching train—Train will be inspected.

Continuously illuminated white light as viewed from the rear of a passing train—No dragging equipment detected.

Flashing amber light illuminated and white lights extinguished—Dragging equipment detected—Stop and inspect train.

All lights extinguished as viewed from the rear of a passing train—detector inoperative. Stop and inspect train and notify train dispatcher by first available means of communication.

Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.

Bush—Before train or engine occupy Industry Drive Crossing, Industrial spur serving Capital Lumber Co., it will be necessary for a crew member to protect crossing.

Minto—Eastward trains destined SP railroad via Labish must contact SP dispatcher (WS-70) Denver, CO. telephone number 800-452-1699 ext. 6041 or 6044, prior to leaving Minto to ascertain whether SP can accept your train.

Albany—The following will govern the use of the Weigh-In—Motion scale located on the storage track: Maximum speed over the scale is 5 MPH.

A crew member will call Albany yard and receive permission from the yard clerk before crossing the scale.

Signals located at the scale will display the following aspects:

Green light—movement is being made within speed limits.

Red light—within speed limits, but at the upper limits of the permissible speed.

No lights—too fast, or scale not activated.

Junction City—Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.

Eugene—Automatic crossing signals at Garfield St. MP 141.3 are out of service. Be governed by Rule 6.33.3.

Handling 80 Feet or Longer Cars—

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

Train Inspections—A member of inbound crews on through trains operating caboosless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

Close Clearance —May exist on all auxillary tracks.

Hazardous Material— Oregon Statute ORS 761.395: Visual external inspections required on all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an "Explosive A" "Flammable Gas" or "Poison Gas" placard as required by Federal regulation, and which remains in a rail yard or station for more than two hours, shall visually be inspected externally by the transporting railroad within two hours of the cars arrival and within two hours of the cars departure.

As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carmen is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originates. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

8. Other Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Yard</u>	<u>Limits</u>
633	Salem	
634	Albany	Foster
635	Eugene	

Other Road Line Segments—NONE

Ballast Pits—NONE

9. Locations not Shown as Stations-

Name	Miles-Location	Ca- pac- ity Cars	Switch Opens
68402 Bendemeer	1.4 west of Bowers Jct	11	East
68419 Tualatin	4.0 west of Tigard	8	Both
68420 Albertson-Oregon Culvert	5.4 west of Tigard	4	West
68421 Tri-County Industrial	5.8 west of Tigard	6	East
68423 Storwest (Mulloy)	5.2 east of Curtis	6	East
68432 Donald	3.7 west of Curtis	21	Both
68440 St. Louis	2.9 west of West Woodburn	8	East
68446 Hopmere	5.5 east of Bush	10	Both
68463 Orville	4.9 east of Sidney	14	Both
68487 Ehlen-Van Waters and Rogers	6.2 west of Albany	10	East
68489 Verdure	8.2 west of Albany	4	West
68494 Fayetteville	13.2 west of Albany	12	East
68497 Potter	3.3 east of American	3	East
68501 Miller Seed Co.	10.4 east of Junction City	3	West
68504 Cartney	7.3 east of Junction City	6	East
68507 Harrisburg	5.0 east of Junction City	8	Both
68518 Awbrey	3.3 east of Bethel	8	West
68519 Enid	1.3 east of Bethel	20	East
68526 Eugene	2.8 west of Bethel	Yard	Both
68816 Weldwood	15.9 west of Albany on spur	30	Both
68821 Bauman Lumber Co	20.9 west of Albany on spur	13	East
68826 Pleasant Valley	26.0 west of Albany on spur	8	Both
68829 Sweet Home	29.0 west of Albany on spur	20	Both
68712 North Plains	4.9 west of Bowers Jct on spur	20	Both
68718 Banks	10.4 west of Bowers Jct on spur	15	Both
68605 Hillsboro	20.4 west of Bowers Jct on spur	4	Both
68611 Forest Grove	26.0 west of Bowers Jct on spur	14	Both

Division Operating Officers

R.R. FAY	Division Supt.	Vancouver	418-6371
D.C. WOLTER	Supt. Terminal Oper.	Vancouver	418-6377
G.W. BOWMAN	Trainmaster	Vancouver	418-6331
C.E. BROOKS	Trainmaster	Vancouver	418-6331
B.K. BROWN	Trainmaster	Vancouver	418-6331
K.R. DEPEE	Trainmaster	Vancouver	418-6331
T.L. KEENE	Trainmaster	Vancouver	418-6331
J.E. WEBER	Trainmaster	Vancouver	418-6331
G.A. FILCHER	Trainmaster	Albany	967-6753
J.E. MEYER	Trainmaster	Vancouver	418-6363
M.D. WILLIAMS	Mgr. Operating Practices	Vancouver	418-6222
A. CORONADO	Roadmaster	Albany	967-6754
W.H. JACKSON	Roadmaster	Vancouver	418-6324
G.J. MOUAT	Roadmaster	Bingen	748-3204
C.K. WEBER	Safety	Vancouver	418-6233
R.A. MIKKELSON	Genl. Forman Cars	Vancouver	418-6355
R.L. FOSTER	Asst. Genl. Foreman Cars	Vancouver	418-6399
R.E. SLAGLE	Asst. Genl Foreman Cars	Portland	241-6295
O.H. NICKERSON	Genl Forman Locomotives	Portland	241-4417
S.P. MALLORY	Mgr. Operating Rules ...	Vancouver	418-6234